

§ 72.10-40

have at least two exits. Where practicable, these exits shall give egress to different corridors, rooms, or spaces to minimize the possibility of one incident blocking both exits.

§ 72.10-40 Access to lifeboats.

(a) The stairways, corridors, and doors shall be so arranged as to permit a ready and direct access to the various lifeboat embarkation areas.

§ 72.10-45 Weather deck communications.

(a) Vertical communication shall be provided between the various weather decks by means of permanent inclined ladders. Where ladders are for the exclusive use of the crew for rapid communication, and do not form part of a normal escape route, vertical ladders may be employed.

§ 72.10-90 Vessels contracted for prior to November 19, 1952.

(a) Existing arrangements previously approved will be considered satisfactory so long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original design provided that in no case will a greater departure from the standards of §§ 72.10-5 through 72.10-45 be permitted than presently exists. Nothing in this paragraph shall be construed as exempting any vessel from having 2 suitable means of escape from all main compartments which are accessible to the passengers or where the crew are normally quartered or employed.

Subpart 72.15—Ventilation

§ 72.15-1 Application.

(a) The provisions of this subpart with the exception of § 72.15-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 72.15-90.

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§ 72.15-5 Structural fire protection.

See § 72.05-50 for ventilation requirements pertaining to structural fire protection.

[CGD 72-104R, 37 FR 14233, July 18, 1972]

§ 72.15-10 Vessels using fuel having a flashpoint of 110 degrees F. or lower.

(a) Where liquid fuel having a flashpoint of 110 degrees F. or lower is used for main or auxiliary machinery or for starting purposes, the spaces containing such machinery or fuel tanks shall have natural supply and mechanical ventilation as required by this section.

(b) The requirements for the mechanical exhaust system shall be such as to assure the air changes as noted in Table 72.15-10(b), depending upon the size of the space.

TABLE 72.15-10(b)

| Size of space, cubic feet | | Minutes per air change |
|---------------------------|----------|------------------------|
| Over | Not over | |
| | 500 | 2 |
| 500 | 1,000 | 3 |
| 1,000 | 1,500 | 4 |
| 1,500 | | 5 |

(c) Exhaust blower motors shall be outside of the ducts, and if mounted in any compartment required to be ventilated by this section, shall be of the explosion proof type. Blower blades shall be non-sparking with reference to their housings.

(d) Exhaust blower switches shall be located outside of any space required to be ventilated by this section, and shall be of the type interlocked with the ignition switch so that the blowers are started before the engine ignition is switched on. A red warning sign at the switch shall state that the blowers shall be operated prior to starting the engines for a sufficient time to insure at least one complete change of air in the compartments.

(e) The area of the ducts shall be such as to limit the air velocity to a maximum of 2,000 feet per minute. Ducts may be of any shape, provided that in no case shall 1 dimension exceed twice the other.